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1. Seven kilometers southwest of the city, along the Sombor-Apatin road is a military air base. The field is connected with the railroad line between Sombor and Prigrevica by means of a dead-end siding. Its military address is Vojna Posta 14828.

Buildings (numbers correspond to those on Map No. 1)

1. One story brick building used by guards and for control of civilian personnel employed at field.
2. One story brick building used for officers' and pilots' mess.
3. Vehicle garage.
4. Two story brick building used as troop billet. In this building are lodged all personnel of the motor pool and those attached to the AA defense of the field.
5. Two story brick building, on the first floor of which is the troop mess and kitchen; on the second, an assembly room in which lectures and courses of instruction for troop personnel are held.
6. Two story brick building where troops attached to 41 Regiment are billeted.
7. Two story brick building. On first floor are infirmary and laundry; second, billet for convalescents, bachelor officers and non-commissioned officers.
8. One story brick building in which are billeted personnel attached to guard duty. In the same building are the prisons, barber shop and a second control office for civilian personnel employed at the airfield.
9. Two story brick building housing the airfield command, offices of various services and central switchboard.
10. Two story brick building used as a billet for troops of 42 Regiment.

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11. M.S.A. storehouse (sic).
12. Airfield workshop for maintenance services.
13. Sport field and swimming pool.
14. Two story brick building accommodating the Command of Fourth Air Division, the commands and offices of 41 and 42 Regiments, the radio station, and the central military switchboard. On the roof of this building are the flight control cabin and the wind socket.
15. Approximate place where fuels and lubricants are stored. Some of the cisterns and barrels are partially buried in the ground.
16. Underground "Volugrafo" (sic).
17. Buried deposits of fuel.
18. Workshop for repairs and changes on planes and motors, called "Oblasna Avienska Radjonica", comprising five departments and a storehouse.
19. Hangar of large dimensions with walls of reinforced concrete, with vaulted roof and metallic covering.
20. An open space in concrete before the hangar and the workshop. Various asphalt strips lead from this concrete apron to the runways which are made of concrete.
21. Connecting runway in cement (1,400 x 20 meters, approximately).
22. Take-off runway in cement (1,900 x 60 meters, approximately).
23. Connecting runway (1,200 x 15-20 meters approximately).
24. Small cement platform (35 meters on each side) for anchoring the planes.
25. Large hangar not yet completed.
26. Parapalle (?)
27. Zone in which planes not belonging to 41 and 42 Regiments are detached.
28. Underground depot for munitions.
29. Shed for air compressors.

Runways are in good condition, but are not equipped for night flights. The field is not provided with radar equipment.

2. Units and Planes on the Field

At present, the Fourth Air Division and an attached squadron are located on the field.

- a. Fourth Air Division: Formed on the field in August 1945, it comprises 41 and 42 Regiments. At that time Major Engineer Franjo Lolic of Isola di Veglia, was invited to Sombor to organize services and layout of the field. In the spring of 1947 Major Lolic was transferred as technical officer to the General Command of the Air Base at Zemun.

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- b. Commander: Colonel Sava Poljanec, ex-officer of the Royal Air Force, able pilot, native of Maribor, about 45 years old, married with family residing in Ljubljana.
- c. Adjutant Major: Major Krivorapic (fmu), good pilot, instructor in blind flying.
- d. Flight Adjutant: Captain Mariano Semoli, native of Opachiasella (Gorizia).
- e. Political Commissar: Lieutenant Colonel Liubisovic. In his thirties, Partisan from 1941, he acquired his military pilot's license at Sombor field.
- f. UDB Officer: Lieutenant Trutta, (fmu) from Sibenik.
- g. 41 Regiment

- 1) Consisting of two squadrons, called the First and Second, the Regiment is under the command of Major Kajnko, former officer of the Royal Air Force, native of Ljubljana. The First and Second Squadrons are under the respective commands of Captain Jes and Captain Fransel, both Slovenes and top pilots.

- 2) Technical officers in the Regiment force are:

Movic Franjo, Lieutenant Engineer, Slovene, 35 years old.
Dokic (fmu), Senior Lieutenant, Dalmatian, attached to First Squadron.

Glovic (fmu), Senior Lieutenant, Istrian, attached to Second Squadron.

In general, in technical matters, the Regiment allots one Technical Officer to every three planes.

h. 42 Regiment

- 1) Consisting of two squadrons, called the First and Second. Under the command of Major Supek (fmu), Montenegrin, competent and capable pilot, 45 to 50 years old, married, completed a course of integration and advanced training in the Soviet Union.
- 2) The First Squadron is commanded by Captain Mariscen(fmu), Slovene, 25 to 30 years old.
- 3) The Second Squadron is commanded by Lieutenant Losiz (fmu), able pilot, 25 to 30 years old.
- 4) The Services Department of 42 Regiment is commanded by Lieutenant Vule (fmu) and, in his absence, by Lieutenant Cebela (fmu) from Ljubljana.
- 5) Commander of the Services Department of the First Squadron is Officer Candidate Glavic (fmu).
- 6) Technical Officers in 42 Regiment are:
 - Buly (fmu), Lieutenant Engineer, Dalmatian.
 - Bolic (fmu), Lieutenant Engineer, Dalmatian, attached to First Squadron.
 - Ferligoj (fmu), Senior Lieutenant Engineer, Slovene, attached to Second Squadron, has completed advanced training course in the Soviet Union.

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- 7) The Division is equipped with 70 PE-2s (35 in each regiment), plus three reserve planes of the same type for the overall command.
- 8) Each regiment has 35 flight crews, each composed of pilot, observer and radio operator. There are 35 ground crews, each composed of a mechanic, assistant mechanic and one or two workers. For each regiment there are six or seven electricians, 13 or 14 armorers and four instrument mechanics.
- 9) Each mechanic is assigned a special plane and must log-in, in a special book, all repairs done to his plane.
- 10) The majority of pilots have had graduate training in the Soviet Union. The navigators are all commissioned officers and usually are graduates of the Aeronautical Academy at Pancevo or of another school in the Soviet Union.

3. Planes

- a. The Division is equipped entirely with PE-2s.
- b. The PE-2 is a fighter bomber of Soviet manufacture, a monoplane of all metal construction, with the exception of the rudder and tail flippers. It is a three place plane, two seats up forward for the pilot and observer and one in the middle of the fuselage for the radio man. It is equipped with two motors "in line" each of 12 cylinders, type "V.K. 105 P.F." (V.K. is Villerium Klimov, the name of the Soviet manufacturer; P.F. is Pusko Forciran, the type of supercharger used). Each motor is liquid-cooled and requires about 70 liters of cooling fluid. Motors are of 1,200 H.P. each and use 97 to 99 octane gasoline. The weight of the plane empty is K. 5,000 and fully loaded is K. 7,000. Maximum speed is 600-650 KM/h and cruising speed is KM/h450. Maximum landing speed is 230 KM/h and minimum is 190 KM/h. Maximum ceiling is 9,000 meters. Fuel load is 1,900 liters, two tanks of 750 liters in each wing and one of 400 liters in the fuselage between the pilot and radio man; sufficient for 3½ hours of flight. There are triple-blade American "Hamilton" propellers with variable pitch. The plane is armed with 37 mm cannon, two 12.7 mm machine guns, one over and one under the fuselage, both operated by the observer, and one 7.8 machine gun that may be used from either side of the fuselage and operated by the radio man. Six 50 Kg. bombs are carried internally and two of 100 or 250 Kg., one under each wing.
- c. All the planes are painted dark grey, on each side of the fuselage the national colors are painted in a circle in the middle of which is the red star. Near the tail is painted the number of the plane indicating to which regiment it belongs. The "fixed" part of the rudder is painted with the national colors, over which is the number of the "Air Army" to which the plane belongs.
- d. Normal activity consists of individual flights. Only once or twice a month do they fly in formation, which usually consists of four or five planes.

4. Training Squadron (Eskadriglia za Vezu)

The Commander of the squadron is Captain Mladtenovic (fmu). The squadron is equipped with:

- 3 Ca-313 used as training, before flying the PE-2.
- 11 Po-2 biplane monoplanes used to tow "sleeves" for AA practice and for combat maneuvers with PE-2
- 2 BIKER-JUMO

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5. Other Planes on Field: Since August 1947, 41 PR-2s which were delivered by Bulgaria, according to the Peace Treaty, have been parked on the field. These planes (see map 1-27) are at the disposition of Fourth Air Division. These planes might be used to form 43 Regiment of Fourth Air Division.
6. Fuel and Lubricants
- a. The fuel supply reaches the airport by train from Belgrade. It is handled by the Direction of the Technical Service of the Air Army of Zemun under the command of Lieutenant Colonel Franjo Lolic.
 - b. Each month three tank cars are left on a siding at the Bukovac railroad station, and the fuel is pumped from them into a large cement tank which is surrounded by a high wall (no. 17 on the map). From the storage tank, completed in 1947, the fuel is put into barrels and stored in a brick warehouse (No. 15 on map) and from there it is carried when needed, to the planes.
7. Repair Shops
- a. The airfield is equipped with a repair shop which is directed by 1 V.O.K. Command of Novi Sad, known as O.A.R. (Oblasna Avlenska Radjonica or Bureau of Airplane Repairs). Military address of the repair shop is: Vojna Posta - 95585.
 - b. The shop provides maintenance and minor repairs for all the planes on the field. It is composed of the following sections: Radio, Electric, Motors, Assembly, Instruments and Armament.
 - c. The director of the shop is Captain Drago Konjevod from Sarajevo, aged 39, married and now residing at Sombor with his family. He is a strict and capable man, sometimes called "Engineer". His assistant is a Second Lieutenant Stele (fnu) from Ljubljana who is also very competent. The Political Commissar is Captain Ljubo Zupkovic and the UDB is represented by Marian Locevar.
 - d. Each section has its own leader, chosen from among the workers for his ability and merit. The following are the leaders:

| | |
|--------------|--|
| Kisc (fnu) | Radio |
| Kaucic (fnu) | Electricity (a native of S. Pietro di Carso and recently married in Sombor.) |
| Marko (fnu) | Assembly (a Serb) |
| Melec (fnu) | Motors (a Hungarian, naturalized Yugoslav, lives in Sombor with family). |
| Stolar (fnu) | Instruments (an Istrian) |
 - e. Altogether the workers number about 70. They are lodged in Sombor and brought to the airfield each day by truck. Often, however, for lack of transportation, they must reach the field as best they can. They work eight hours a day except Sunday and rigorously checked upon entering the field. Working hours are from 0800 to 1700 hours, with one hour for lunch, which is eaten in a mess connected with the one for troops.
 - f. The workers are assigned to one of the five sections and divided into groups of three or four. Work orders are given to each group by the section leader who receives them from the director of the workshop or his assistant.
 - g. Workers in the Assembly Section are divided into five squads. Squad leaders are: Stanomirovic (fnu), a Serb; Beckovic (fnu), a Serb; Korvat (fnu), a Serb and Kagnalovic (fnu), a Croat. Leader of the fifth squad is unknown. Once a squad leader finishes a piece of work, he must

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have it tested by the section leader and subsequently by the Director or his assistant. The latter, after having tested it himself, must then call Rajko (fnu), the special efficiency expert for the entire division, who gives it the final test before the plane is flown.

- h. Time taken on repair work is usually long due to the paucity of spare parts. Actually two or three planes are being scrapped each month.
- i. The O.A.R. undertakes only simple and minor repairs. For major repair work, the planes must be sent to Zemun or Rakovica.
- j. Workers are paid according to their ability and capacity to produce. Overtime work, which is obligatory, is called "voluntary work periods". The workers are, for the most part, Serbs and Bosnians. However, the following Italians are employed, most of whom arrived in August 1947 and have had previous experience:

| | |
|------------------|---|
| Ciglic, Vittorio | Native of S. Floriano del Colia (Gorizia), recently on leave in Italy. |
| Robic, (fnu) | Native of Monfalcone. He worked for several months in the office and in the machine shop before returning to Italy, because the pay was insufficient. |
| Visentin, Tullio | Formerly with Italian Air Force. Native of Monfalcone, now works in mechanical section. |
| Koset, Arrigo | From Venezia Giulia - works in motor repair section. |
| Pescianz (fnu) | Native of Spilimbergo (Udine), has lived in Sombor for three years and is employed in the motor repair section. Recently returned from a short vacation in Italy. |

- k. There is also the office of the airport director which is charged with maintenance of all shops, offices, warehouses and installations of the entire airport. This office consists of a director, 30 soldiers and four civilians each with special duties in addition to carpenters and electricians.

8. Motor Pool

- a. The motor pool is under the direction of the Airport Commander. It is headed by a Lieutenant and employs 90 men of which 30 are drivers and 60 mechanics. There are about 50 "Zis" trucks, 10 Dodge trucks and a dozen automobiles, including five Skoda. Only 20 of these vehicles are in operation at any one time due to lack of parts, particularly those of Soviet manufacture.
- b. The automobiles are used only by the camp Commanders, Regiment Commanders and Political Commissars. Pilots have a bus at their disposal, while all other officers are supposed to use trucks.
- c. For towing airplanes, a tracked "Zis" is used (known as a "Diseliza"). It pulls the plane backwards by a special attachment under the tail.

9. Communications

- a. Telephone: There is a switchboard on the airport that handles phones on the field and connects with outside lines to the village of Sombor.
- b. Radio : The meteorological radio is located in the villa which serves as the Command Post of the Division and of the Regiment.

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10. Guard Duty: The airport is not illuminated at night but guards are posted at 50 meter intervals to supplement roving patrols.
11. Medical Service
 - a. The Medical Service is directed by a Medical Lieutenant from Slovenia. With him are two assistants and five nurses. Two ambulances are on duty during the days when flights are made. Near the hospital is a laundry where 20 civilian women are employed. The state of health at the airfield is generally good, with the exception of many soldiers from Bosnia and Macedonia who still show traces of malnutrition.
 - b. Those who contract venereal disease are isolated and punished. Soldiers are assigned to a special company for cure and then sent to a labor battalion. Officers and non-coms with venereal infection must give up their commission and are subjected, for a certain period of time, to rigorous discipline. The health of pilots is closely watched and each month they must undergo a thorough physical examination at the Legal Medical Institute of the General Air Command at Zemun.
12. Fire Precautions: There is a special fire station which is alerted during daylight hours only.
13. AA Defenses: AA defenses are maintained by a company of 150 men with an unknown number of German machine guns and three cannon. Maneuvers are often undertaken by this company who carry their weapons to strategic parts of the airfield. There are no fixed positions for the weapons and after maneuvers, they are stored in the arsenal.
14. Routine at the Airport: Daily operations generally run according to the following schedule:

| | |
|--------------------|--|
| Hours 0600 | : reveille |
| Hours 0600 to 0800 | : exercises, policing-up and breakfast |
| Hours 0800 to 1200 | : flight training (pilots) |
| Hours 1200 to 1400 | : motor instruction (specialists), lunch |
| Hours 1400 to 1800 | : same as morning |
14. There are three separate messes at the airfield; one for officers and non-com pilots, one for officers (non-pilots) and another for non-coms (non-pilots). At the pilot mess the food is good and abundant, while at the others it is barely sufficient. The pilot mess is an autonomous entity under the direction of a Lieutenant who receives his orders from the Commander of the airfield. A field kitchen at the airport feeds all the troops and the civilian employees (only one serving). In spite of special efforts on the part of the cooks, the food is generally of poor quality and inadequate.
15. In general, discipline for civilians, as well as for the military, is very strict. Every day troops are inspected one hour after reveille, at which time the commander or officer of the day announces the duties of the day. After the assembly the men proceed to their work, from which they may not absent themselves without written permission from their superior, who must in turn receive it from the commander or service chief.
16. The officers are usually respected, inasmuch as punishments are extremely severe, even when infractions are of a minor nature. The punishments are meted out by the particular service to which a man belongs, although the political commissar can intervene at will, and he is known to be without pity.

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17. Officers and non-coms are granted 20 days leave annually, while to others, leave is only given in emergency and upon presentation of documentary proof as to the need. Career soldiers are given a few days leave a year, but draftees are entitled to no leave.
18. In consideration of the illiteracy of the majority of troops (especially those from Bosnia, Herzegovina, Montenegro and Macedonia) special courses of instruction have been instituted to give these men the rudimentary principles of reading and writing. As a rule the political commissar is charged with these duties.
19. There is sports activity for all, and the pilots are given swimming lessons in the airfield swimming pool. Morale, both physical and political, is taken care of at daily conferences, presided over by the political commissar, the field director or a doctor. Attendance is obligatory.
20. Barracks are inspected daily by the Airfield Commander and field doctor, who also inspects the messes. There is no religious service. All conceal their religious sentiments, especially the Catholics, to escape notice by the political commissar and to avoid ridicule from fellow soldiers.

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